

Docket No.: 55108/DBP/M521
Amdt date May 27, 2005

Amendments to the Claims:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Please cancel original claims 1-23 and add the following claims:

24. (New) A motor vehicle door with a door body comprising a door outer shell and a door inner shell between which a door shaft is formed in which a window lifter is mounted for lifting and lowering a window pane,

wherein

at least one component which is mounted inside the door shaft produces a transverse connection between one of the window pane and the window lifter and the door outer shell and the door inner shell at least over a part of the width, running in the longitudinal direction of the vehicle door, of the window pane, window lifter, door outer shell and door inner shell.

25. (New) The motor vehicle door according to claim 24, wherein at least one component is connected to a door shell and is supported spring elastically on one of the window pane and the window lifter.

26. (New) The motor vehicle door according to claim 25, wherein a component which changes its position with the movement of one of the window pane and the window lifter and which with a predetermined position of one of the window pane and the window lifter connects positively with the door shell.

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27. (New) The motor vehicle door according to claim 26, wherein the component bears with pretension against one of the window pane and the window lifter and during lifting of one of the window pane and the window lifter swivels out from the door shaft by one of a follower and a support mounted on one of the window pane and the window lifter into a force-transferring position with a door shell.

28. (New) The motor vehicle door according to claim 27, wherein the component part has a length-variable swivel arm and a bridging arm connected to the swivel arm, of which one end bears through a slide member against the one of the window pane and the window lifter and whose other end for connecting with a door shell with a predetermined position of one of the window pane and the window lifter engages in a relieved section of the door shell.

29. (New) The motor vehicle door according to claim 28, wherein the swivel arm is formed as a telescopic arm and is attached to a door shell as well as is pretensioned through a torsion spring against one of the window pane and the window lifter.

30. (New) The motor vehicle door according to claim 25, wherein the component is supported movable substantially at right angles to one of the window pane and to the window lifter and is supported spring elastically against one of the window pane and the window lifter.

31. (New) The motor vehicle door according to claim 30, wherein the component in the fully raised position of one of the

window pane and the window lifter bears against one of a follower and a support connected to one of the window pane and the window lifter.

32. (New) The motor vehicle door according to claim 24, wherein the component is connected to a one of a windscreen wiper and a wash device.

33. (New) The motor vehicle door according to claim 24, wherein the component is connected to one of the window pane and to the window lifter and with a predeterminable position of one of the window pane and the window lifter, preferably in the upper end position of one of the window pane and the window lifter produces at least a force locking engagement between the door shells.

34. (New) The motor vehicle door according to claim 33, wherein the component has connecting arms associated with the door shells whose contour substantially coincides with the contour of the door shells in the engagement region of the component with the door shells.

35. (New) The motor vehicle door according to claim 34, wherein the component extends at least over the region of the door lock and the parts connected to the door lock such as rod linkage, Bowden cable and the like.

36. (New) The motor vehicle door according to claim 34, wherein the contour at least of the connecting arm directed to the door outer shell includes a water drainage channel.

37. (New) The motor vehicle door according to claim 33, wherein the component consists of securing elements connected to the door shells and of a connecting element connected to one of the window pane and the window lifter, which in a predeterminable position of one of the window pane and the window lifter preferably in the upper end position of one of the window pane and the window lifter is connected at least with force locking connection to the securing elements.

38. (New) The motor vehicle door according to claim 37, wherein the securing elements are riveted or welded to the door shells or are part of an extruded pressed profile of the door shells.

39. (New) The motor vehicle door according to claim 37, wherein the connecting element is fixed on the lower edge of one of the window pane and on a lower edge of the window lifter.

40. (New) The motor vehicle door according to claim 24, wherein the securing elements are connected to the connecting element through securing bolts.

41. (New) The motor vehicle door according to claim 24, wherein the securing elements are punctured and slit in the connection region with the connecting element and that the connecting element engages in the securing elements by engagement sections aligned with the holes and slits of the securing elements in the predetermined position of one of the window pane and the window lifter.

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42. (New) The motor vehicle door according to claim 37, wherein the securing elements in the engagement region with the connecting element make a force-transferring connection with the connecting element at least in the Y-direction of the motor vehicle.

43. (New) The motor vehicle door according to claim 24, wherein the securing elements and the connecting element produce a positive locking engagement in the manner of a toothed connection.

44. (New) The motor vehicle door according to claim 24, wherein the connecting element has connecting arms with a box profile running parallel to the lower edge of the window pane.

45. (New) The motor vehicle door according to claim 24, wherein the component part is designed as a force-transferring component and a component covering the door gap.

46. (New) The motor vehicle door according to claim 24, wherein the predeterminable position of one of the window pane and the window lifter for producing a positive locking and force locking connection between one of the window pane and the window lifter and the door shells and directly between the door shells is the uppermost position of one of the window pane and the window lifter in which the window pane closes a door cut out section of the vehicle door.